R1
R2
R3
CITY OF AGRA

S. S. "CITY OF AGRA".

RIGGING PLAN

SCALE :- 1/8" = ONE FT.

Nº 5 'TWEEN DKS
BONDED CARGO SPACE.
Nº 4 'TWEEN DKS.
DEEP TANK 'TWEEN DKS.
Nº 3 'TWEEN DKS
Nº 2 'TWEEN DKS.
Nº 1 'TWEEN DKS.
STORE
CHAIN LOCKER
FORE PEAK.
AFT PEAK
Nº 5 HOLD.
TUNNEL RECESS.
Nº 4 HOLD
SHAFT TUNNEL.
DEEP TANK.
ENGINE ROOM.
BOILER ROOM.
Nº 3 HOLD.
DEEP TANK. (P & S).
Nº 2 HOLD.
Nº 1 HOLD.
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100 102 104 106 108 110 112 114 116 118 120 122 124 126 128 130 132 134 136 138 140 142 144 146 148 150 152 154 156 158 160 162 164 166 168 170 172 174 176 178 180

8-10½
5-3
13-1½

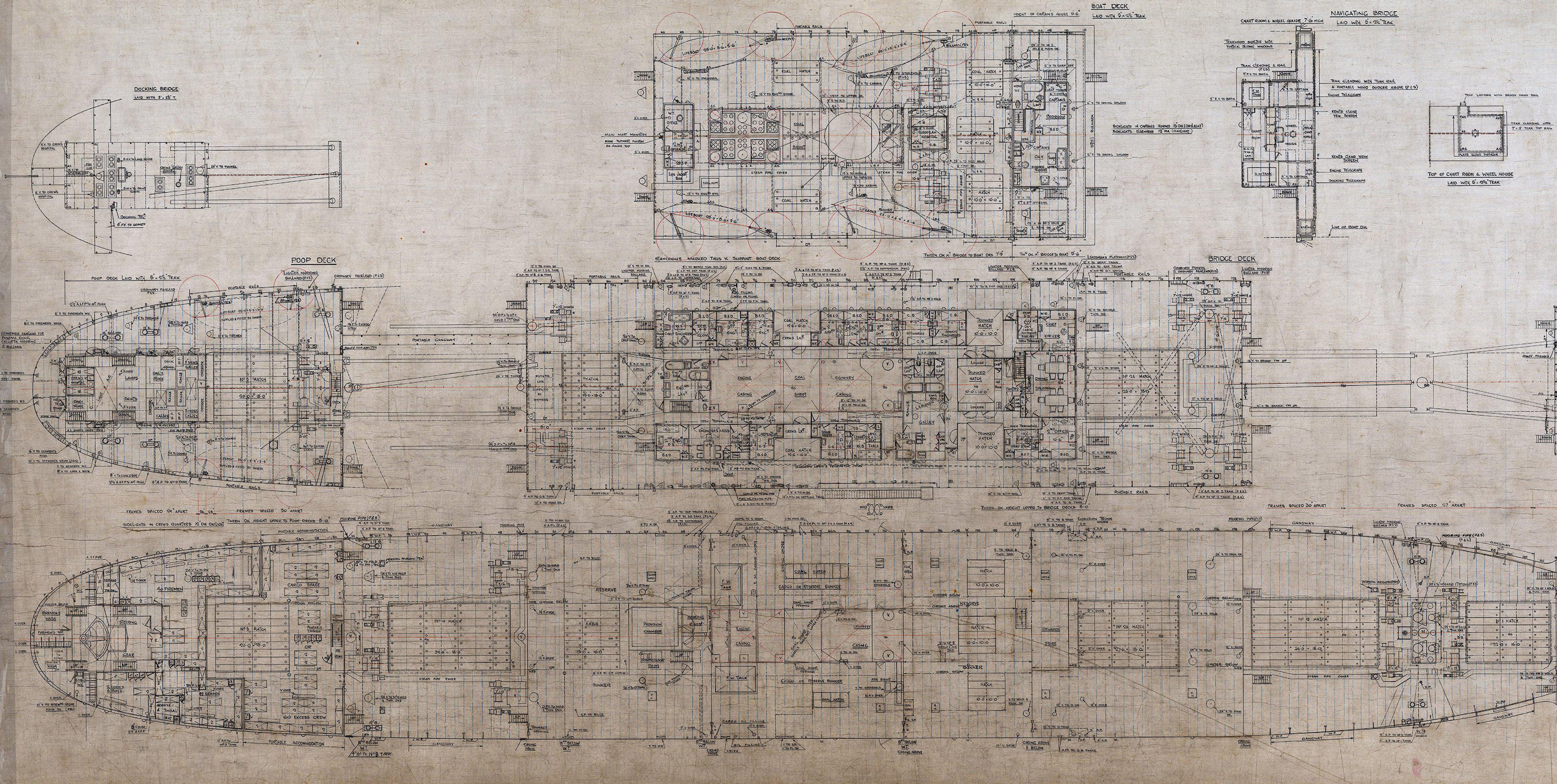
SHIP Nº 1289

38172
39367

S. S. "CITY OF AGRA".

GENERAL ARRANGEMENT

SCALE $\frac{1}{8}$" = ONE FOOT.


DOCKING BRIDGE
LAID WITH 5" x 2½" T.
BOAT DECK
LAID WITH 5" x 2½" TEAK
HEIGHT OF CAPTAIN'S HOUSE 9'-6"
NAVIGATING BRIDGE
LAID WITH 5" x 2½" TEAK
CHART ROOM & WHEEL HOUSE 7'-6" HIGH
TEAKWOOD SHELTER WITH VERTICAL SLIDING WINDOWS
TEAK CLEADING & RAIL (P&S)
TEAK CLEADING WITH TEAK RAIL & PORTABLE WOOD DODGER ABOVE (P&S)
KENT'S CLEAR VIEW SCREEN
ENGINE TELEGRAPH
DOCKING TELEGRAPH
LINE OF BOAT DK
TEAK CLEADING WITH 7" x 3" TEAK TOP RAIL
PLATE GLASS DODGER
TOP OF CHART ROOM & WHEEL HOUSE
LAID WITH 5" x 12½" TEAK
POOP DECK
POOP DECK LAID WITH 5" x 2½" TEAK
LIGHTER MOORING BOLLARD (P&S)
ORDINARY FAIRLEAD (P&S)
PORTABLE RAILS
LIFEBOAT
SUPPLIED & FITTED BY OWNERS
BRIDGE DECK
COMBINED PANAMA & ORDINARY FAIRLEAD (P&S)
LIGHTER MOORING BOLLARD (P&S)
FO'C'LE DECK
ORDINARY FAIRLEAD
UPPER DECK
TWEEN DK HEIGHT UPPER TO BRIDGE DECKS 8'-0"
FRAMES SPACED 30" APART
FRAMES SPACED 27" APART
FRAMES SPACED 24" APART
GANGWAY
MOORING PIPE (P&S)
EXPANSION TRUNK UNDER
HATCH
RESERVE
GIRDER BELOW

SHIP Nº 1289

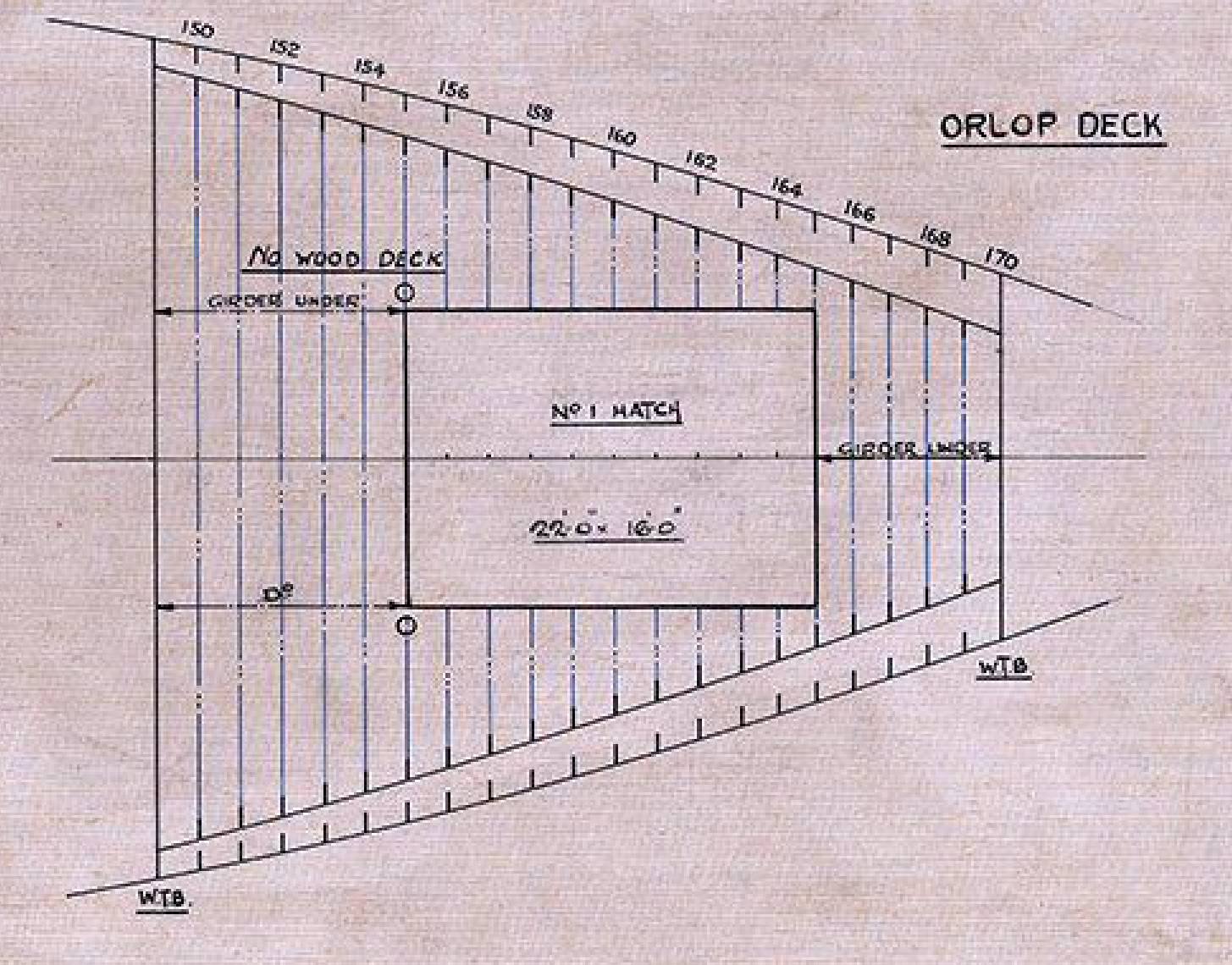
2 B.P.

Nº 1289

GENERAL ARRANGEMENT

SCALE:- 1/8 = ONE FOOT

2ND DECK
TWEEN DK HEIGHT 10'-10" MAIN DK To UPPER DK.
Nº 5 HATCH
20'-0" × 18'-0"
Nº 4 HATCH
32'-6" × 18'-0"
BONDED CARGO SPACE
ENGINEERS STORE
ENGINE CASING
OIL FUEL SETTLING TANK
PERMANENT BUNKER
CHIMNEY
CASING
VENT
RESERVE
BUNKER
HATCH 10'-0" × 10'-0"
HATCH 12'-6" × 10'-0"
DEEP TANK HATCH 10'-0" × 10'-0"
Nº 2A HATCH
15'-0" × 18'-0"
Nº 2 HATCH
Nº 1 HATCH
W.T.B.
CASING BHD
DEEP TANK BELOW
FRAMES SPACED 30" APART
HOLD
AFT PEAK
Nº 5 HOLD
Nº 4 HOLD
SHAFT TUNNEL
DEEP TANK
ENGINE ROOM
BOILER ROOM
Nº 3 HOLD
DEEP TANK
Nº 2 HOLD
Nº 1 HOLD
FORE PEAK
WATER BALLAST


TWEEN DK HEIGHT ORLOP DECK To MAIN DK 13'-0"
ORLOP DECK
No WOOD DECK
GIRDER UNDER
Nº 1 HATCH
22'-0" × 16'-0"
Dº
W.T.B.
150
152
154
156
158
160
162
164
166
168
170

5

Profile & Deck.

Wm Denny & Bros.

No 1289.

27 · 9 · 35.

CITY OF AGRA

T. C. 4. 12. 35.

RETAIN

Profile & Deck.

Dennys 1289

Bag

004206-004212-0027

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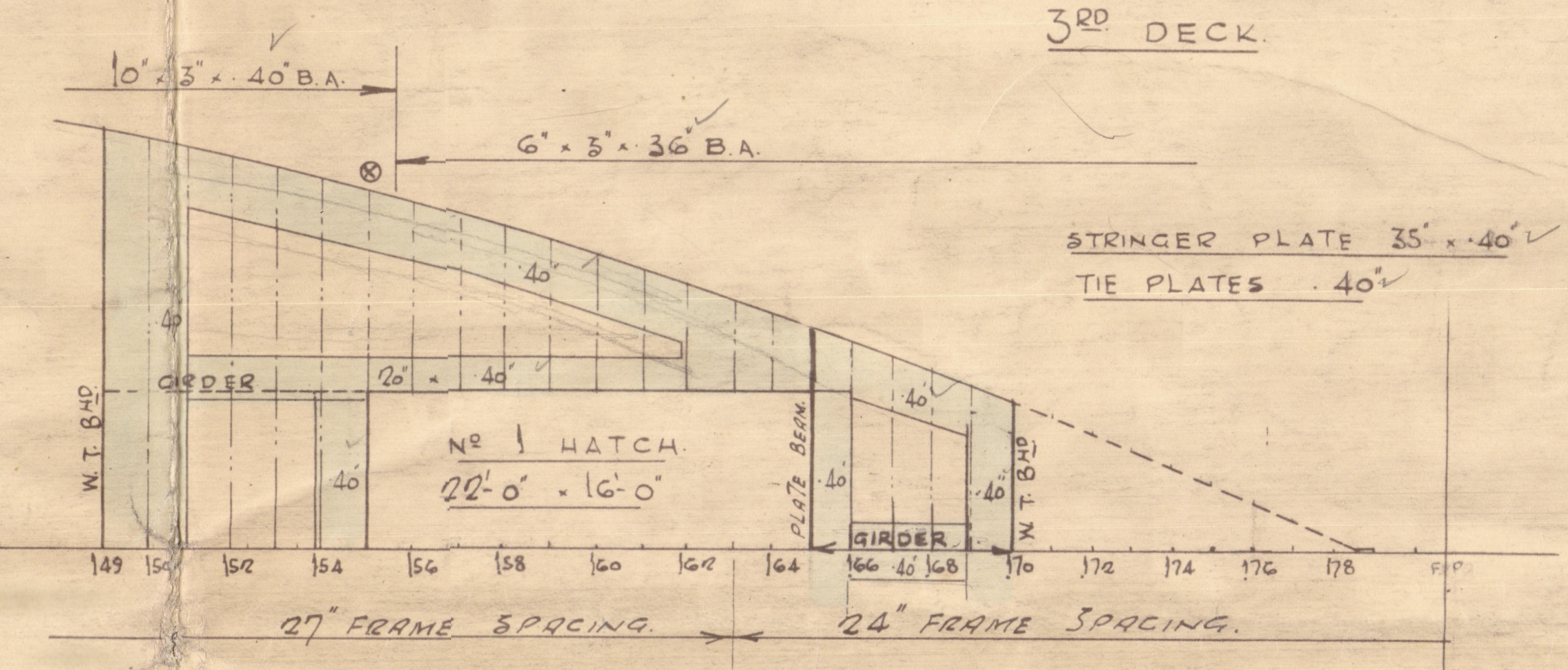
Lloyd's Register
Foundation

BOAT DECK
STEEL SHEATHED WITH 2½" TEAK
DECKHOUSE
ENGINE ROOM
BOILER ROOM
SHAFT TUNNEL
DEEP TANK
FORE PEAK
FO'C'LE DECK
UPPER DECK
2ND DECK
3RD DECK
POOP DECK
BRIDGE DECK
FORECASTLE DECK
UPPER DECK
STEEL, COMPOSITION INSIDE HOUSES
2ND DECK
Nº 1 HATCH
Nº 2 HATCH
Nº 3 HATCH
Nº 4 HATCH
Nº 5 HATCH
27" FRAME SPACING
24" FRAME SPACING
30" FRAME SPACING

3RD DECK


10" × 3" × 40" B.A.
6" × 3" × 36" B.A.
STRINGER PLATE 35"·40"
TIE PLATES 40"
Nº 1 HATCH
27" FRAME SPACING
24" FRAME SPACING

J.T. 26 SEP 1935
GLASGOW
W.I.H.

Approved 27/9/35

S.S. Nº 1289

·PROFILE·&·DECK·PLANS·

DIMENSIONS 430' B.P. × 56' × 33'-~~8~~6"

SCALE 1/8" = ONE FOOT 27-6 6

WILLIAM DENNY & BROTHERS LIMITED
DRAWING OFFICE
No. 5567
25 SEPT. 1935
SHIPBUILDING DEPT.
DUMBARTON

TO CLASS B.S.* AT THE BRITISH CORPORATION.

⊗ DENOTES REVERSE BARS FITTED BETWEEN GIRDERS IN WAY OF HATCH ENDS.

OWNERS ADDITIONAL SCANTLINGS (not included on this plan)

DECKS.

·02" ON POOP, BRIDGE & FO'C'LE. PLATING WHERE EXPOSED TO THE WEATHER.
·02" ON BRIDGE DECK STRINGER.
·04" ON UPPER DECK STRINGER EXTENDING 15'-0" BEYOND BRIDGE END. FORD & AFT.
·02" ON MAIN DECK PLATING, INCLUDING STRINGER FROM AFT END OF THE AFTER DEEP TANK TO THE FORWARD END OF Nº 3 HATCH.

FORE PEAK.

DEEP KNEES TO BE FITTED TO LOWER TIER OF BEAMS.
FLOORS TO BE INCREASED IN DEPTH.
FRAMES INCREASED ·04" IN THICKNESS.

SEE ALSO MIDSHIP SECTION.

0042006-0042110-0027

4

Midship Section.

Wm Denny & Bros.

No 1289.

27·9·35.

CITY OF AGRA

T.C. 4.12.35.

RETAIN

006206-004212-0029

004206-004212-0029

S S Nº 1289.

430' BP × 56' × 33'-~~8~~6" MLD

MIDSHIP SECTION

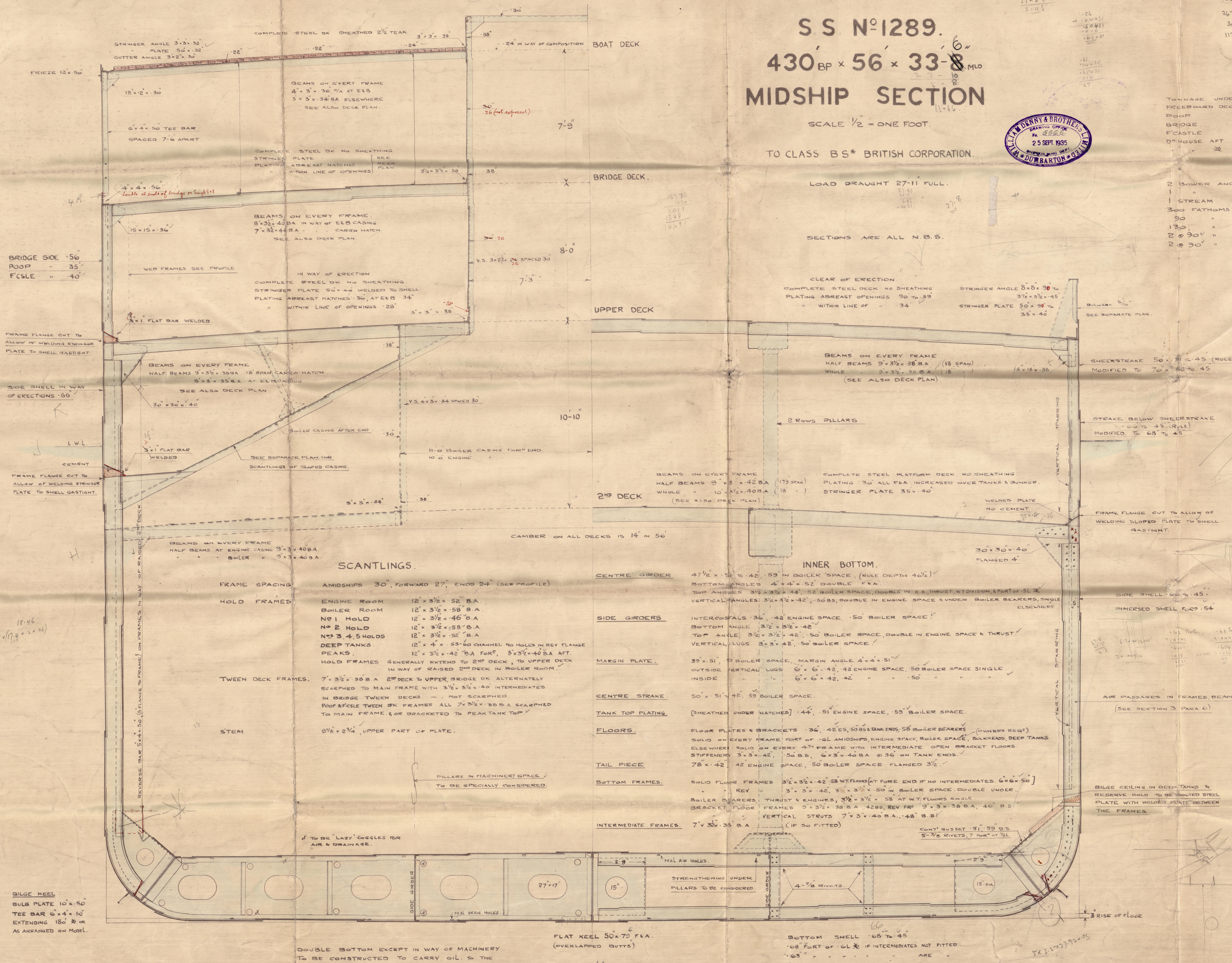
SCALE ½" = ONE FOOT.

TO CLASS B S* BRITISH CORPORATION.

WILLIAM DENNY & BROTHERS LIMITED
DRAWING OFFICE
No. 5565
25 SEPT. 1935
SHIPBUILDING DEPT.
DUMBARTON

LOAD DRAUGHT 27'-11" FULL.

SECTIONS ARE ALL N.B.S.



BOAT DECK
BRIDGE DECK
UPPER DECK
2ND DECK
COMPLETE STEEL DK SHEATHED 2½" TEAK
STRINGER ANGLE 3"×3"×.32"
" PLATE 50"×.32"
GUTTER ANGLE 3"×2"×.30"
FRIEZE 12"×.50"
12"×12"×.30"
.22"
.24"
3"×3"×.38"
.30"
.38"
.24" IN WAY OF COMPOSITION
BEAMS ON EVERY FRAME
4"×3"×.36" O/A AT E&B
5×3"×.34"BA ELSEWHERE
SEE ALSO DECK PLAN.
~~.30"~~ .26 (not exposed)
7'-9"
6"×4"×.50 TEE BAR
SPACED 7'-6" APART
COMPLETE STEEL DK NO SHEATHING
STRINGER PLATE
PLATING ABREAST HATCHES
" WITHIN LINE OF OPENINGS
SEE DECK PLAN
3½"×3½"×.38"
4"×4"×.56"
double at ends of bridge or single 8×8
4R.
BEAMS ON EVERY FRAME.
8"×3½"×.40BA IN WAY OF E&B CASING
7"×3½"×.44B.A " " CARGO HATCH
SEE ALSO DECK PLAN.
15"×15"×.36"
~~.30"~~ .26
8'-0"
V.S. 3×2½"×~~.24~~ .26 SPACED 30"
BRIDGE SIDE .56"
POOP " .35"
F'CSLE " .40"
WEB FRAMES SEE PROFILE
IN WAY OF ERECTION
COMPLETE STEEL DK NO SHEATHING.
STRINGER PLATE 50"×.40" WELDED TO SHELL.
PLATING ABREAST HATCHES .36", AT E&B .34"
" WITHIN LINE OF OPENINGS .28"
7'-3"
.38
3"×3"×.38"
3"×1" FLAT BAR WELDED.
FRAME FLANGE CUT TO ALLOW OF WELDING STRINGER PLATE TO SHELL GASTIGHT.
.38"
BEAMS ON EVERY FRAME
HALF BEAMS 9"×3½"×.38BA 18' SPAN CARGO HATCH
8"×3"×.35"B.A AT E&B CASING
SEE ALSO DECK PLAN
SIDE SHELL IN WAY OF ERECTIONS .66"
30"×30"×.40"
V.S. 4×3"×.34 SPACED 30"
10'-10"
BOILER CASING AFTER END
.30"
11'-0" BOILER CASING FORD END.
10'-0" ENGINE "
L.W.L.
3"×1" FLAT BAR WELDED
CEMENT
FRAME FLANGE CUT TO ALLOW OF WELDING STRINGER PLATE TO SHELL GASTIGHT.
SEE SEPARATE PLAN FOR SCANTLINGS OF SLOPED CASING.
3"×3"×.38"
.38"
K
H
BEAMS ON EVERY FRAME
HALF BEAMS AT ENGINE CASING 9"×3"×.40B.A.
" " " BOILER " 9"×3"×.40B.A.
REVERSE BAR 5"×4"×.50 [FLANGE TO FRAME] ON FRAMES IN WAY OF RAISED 2ND DECK
CLEAR OF ERECTION.
COMPLETE STEEL DECK NO SHEATHING
PLATING ABREAST OPENINGS .90" TO .39"
" WITHIN LINE OF " .34
STRINGER ANGLE 8"×8"×.90" TO 3½"×3½"×.45"
STRINGER PLATE 50"×.90" TO 35"×.40"
BULWARK 5/16"
SEE SEPARATE PLAN.
BEAMS ON EVERY FRAME
HALF BEAMS 9"×3½"×.38"B.A (18' SPAN)
WHOLE " 9"×3½"×.38 B.A (18' ")
(SEE ALSO DECK PLAN)
18"×18"×.38"
SHEERSTRAKE 50"×.91" TO .45" (RULE)
MODIFIED TO 70"×.82" TO .45
2 ROWS PILLARS
VERTICAL SPARRING
STRAKE BELOW SHEERSTRAKE .66" TO .45" (RULE)
MODIFIED TO .68" TO .45".
BEAMS ON EVERY FRAME
HALF BEAMS 9"×3"×.42 B.A (17½' SPAN)
WHOLE " 10"×3½"×.40B.A. (18' ")
(SEE ALSO DECK PLAN)
COMPLETE STEEL PLATFORM DECK, NO SHEATHING
PLATING .30" ALL F&A INCREASED OVER TANKS & BUNKER.
STRINGER PLATE 35"×.40"
WELDED PLATE
NO CEMENT.
FRAME FLANGE CUT TO ALLOW OF WELDING SLOPED PLATE TO SHELL GASTIGHT.
30"×30"×.40"
FLANGED 4"
CAMBER ON ALL DECKS IS 14" IN 56'
SIDE SHELL .66" TO .45".
IMMERSED SHELL FORD .54
AIR PASSAGES IN FRAMES, BEAMS ETC
(SEE SECTION 3 PARA 6)
BILGE CEILING IN DEEP TANKS & RESERVE HOLD TO BE BOLTED STEEL PLATE WITH WELDED PLATE BETWEEN THE FRAMES.
PILLARS IN MACHINERY SPACE TO BE SPECIALLY CONSIDERED.
✗ TO BE "LAZY" JOGGLES FOR AIR & DRAINAGE.
SIDE GIRDER
OVAL DRAIN HOLES.
27"×17"
15"
2'-9"
OVAL AIR HOLES.
STRENGTHENING UNDER PILLARS TO BE CONSIDERED.
4-⅞" RIVETS.
15" DIA
CONT' GUSSET .51", .59" B.S.
5-⅞ RIVETS, 7 FORD OF ½L
3" RISE OF FLOOR

SCANTLINGS.

FRAME SPACING	AMIDSHIPS 30", FORWARD 27", ENDS 24" (SEE PROFILE)	
HOLD FRAMES	ENGINE ROOM.	12"×3½×.52" B.A.
	BOILER ROOM	12"×3½"×.58" B.A.
	Nº 1 HOLD	12"×3½×.46" B.A
	Nº 2 HOLD	12"×3½×.58 B.A
	Nºs 3, 4, 5 HOLDS	12"×3½×.52" B.A
	DEEP TANKS.	12"×4"×.53-.60 CHANNEL NO HOLES IN REV FLANGE
	PEAKS.	12"×3½×.42" B.A FORD, 8"×3½×.40" B.A AFT.
	HOLD FRAMES GENERALLY EXTEND TO 2ND DECK, TO UPPER DECK IN WAY OF RAISED 2ND DECK IN BOILER ROOM.	
TWEEN DECK FRAMES.	7"×3½"×.38"B.A 2ND DECK TO UPPER, BRIDGE DK ALTERNATELY SCARPHED TO MAIN FRAME WITH 3½"×3½"×.40" INTERMEDIATES IN BRIDGE TWEEN DECKS — NOT SCARPHED. POOP & F'CSLE TWEEN DK FRAMES ALL 7"×3½"×.38 B.A SCARPHED TO MAIN FRAME & OR BRACKETED TO PEAK TANK TOP.	
STEM	9⅛"×2¾", UPPER PART OF PLATE.	

INNER BOTTOM.

CENTRE GIRDER	47½"×.51" TO .42", .59" IN BOILER SPACE, (RULE DEPTH 46½") BOTTOM ANGLES 4"×4"×.52" DOUBLE F&A. TOP ANGLES 3½"×3½"×.44", .52" BOILER SPACE, DOUBLE IN E.S., THRUST, W.T. DIVISION, & FORD OF .5L VERTICAL ANGLES 3½"×3½"×.42", .50" B.S., DOUBLE IN ENGINE SPACE & UNDER BOILER BEARERS, SINGLE ELSEWHERE
SIDE GIRDERS	INTERCOSTALS .36", .42" ENGINE SPACE, .50" BOILER SPACE. BOTTOM ANGLE 3½"×3½"×.42" TOP ANGLE 3½"×3½"×.42", .50" BOILER SPACE, DOUBLE IN ENGINE SPACE & THRUST. VERTICAL LUGS 3"×3"×.42", .50" BOILER SPACE.
MARGIN PLATE.	39"×.51", .59" BOILER SPACE, MARGIN ANGLE 4"×4"×.51" OUTSIDE VERTICAL LUGS 6"×6"×.42", .42" ENGINE SPACE, .50" BOILER SPACE, SINGLE. INSIDE " " 6"×6"×.42, .42" " " .50" " " "
CENTRE STRAKE.	50"×.51" TO .42", .59" BOILER SPACE.
TANK TOP PLATING.	[SHEATHED UNDER HATCHES] .44", .51" ENGINE SPACE, .59" BOILER SPACE.
FLOORS.	FLOOR PLATES & BRACKETS .36", .42" E.S., .50" B.S. & TANK ENDS, .58" BOILER BEARERS (OWNERS REQT) SOLID ON EVERY FRAME FORD OF .6L AMIDSHIPS, ENGINE SPACE, BOILER SPACE, BULKHEADS, DEEP TANKS. ELSEWHERE SOLID ON EVERY 4TH FRAME WITH INTERMEDIATE OPEN BRACKET FLOORS. STIFFENERS 3"×3"×.42", .50" B.S., 6"×3"×.40" B.A @ 36" ON TANK ENDS.
TAIL PIECE	78"×.42", .42" ENGINE SPACE, .50" BOILER SPACE FLANGED 3½".
BOTTOM FRAMES.	SOLID FLOOR FRAMES 3½"×3½"×.42", .58" W.T. FLOORS [AT FORE END IF NO INTERMEDIATES. 6"×6"×.50"] " " REV " 3"×3"×.42", 3½"×3½"×.50" IN BOILER SPACE. DOUBLE UNDER BOILER BEARERS, THRUST & ENGINES, 3½"×3½"×.58" AT W.T. FLOORS SINGLE. BRACKET FLOOR FRAMES 9"×3½"×.38" B.A .42 B.S., REV FRS 9"×3"×.38" B.A, .46" B.S. " " VERTICAL STRUTS 7"×3"×.40" B.A., .48" B.S.
INTERMEDIATE FRAMES.	7"×3½"×.38" B.A (IF SO FITTED)

BILGE KEEL
BULB PLATE 10"×.50"
TEE BAR 6"×4"×.50"
EXTENDING 180' OR AS ARRANGED ON MODEL.

DOUBLE BOTTOM EXCEPT IN WAY OF MACHINERY TO BE CONSTRUCTED TO CARRY OIL. TO THE FULL REQUIREMENTS OF SECTION 32 PARAGRAPH 24.

FLAT KEEL 50"×.79" F&A.
(OVERLAPPED BUTTS)

BOTTOM SHELL .68" TO .45"
.68" FORD OF .6L IF INTERMEDIATES NOT FITTED.
.63" " " " " " ARE "

430.66 × 56.0 × 33.5 × .75/100.	6050
267.7 × 56.0 × 8 × .5 /100	600
30 × 56.0 × 7.75 × .5/100.	65
112 × 40 × 7.75 × .375/100	130
	6845

EQUIPMENT.

TONNAGE UNDER FREEBOARD DECK	= $\frac{430 \times 56 \times 33.66}{100} \times .73$	=	5916
POOP	= 70.2 × 56 × 8 × .75 ÷ 150	=	157
BRIDGE	= 197.5 × 56 × 8 × .75 ÷ 150	=	442
F'CASTLE	= 30 × 56 × 7.75 × .75 ÷ 150	=	65
DK HOUSE AFT	= 34 × 18 × 7.75 × .75 ÷ 200	=	18
" "	= 114 × 40 × 7.75 × .75 ÷ 200	=	132
	EQUIPMENT TONNAGE	=	6730

26 SEP 1935
W.I.H.

Approved
27/9/35

2 BOWER ANCHORS EACH 79 CWTS STOCKLESS.
1 " " 67¼ " "
1 STREAM " 22¾ " EX STOCK.
300 FATHOMS 2 9/16" STUD CHAIN CABLE
90 " 4¾" (6×12) S.W.R FOR STREAM ANCHOR.
130 " " (6×24) " " TOW LINE.
2 @ 90' " 8½" MANILA HAWSER.
2 @ 90' " 7½" " WARP.

These not included in approved scantlings on Section + Profile + Dks.

OWNERS ADDITIONAL SCANTLINGS.

SHELL	.04" ON PLATING FROM KEEL TO 1'-6" ABOVE LINE OF TOP SIDE STRINGER, FROM STEM EXTENDING 80'. .04" ON BRIDGE DK SHEERSTRAKE .04" ON UPPER DK SHEERSTRAKE EXTENDING 15'-0" BEYOND BRIDGE FORD & AFT. SHEERSTRAKE DOUBLED IN WAY OF MIDSHIP HOUSE ENDS RIVETING IN WAY TO BE HYDRAULIC FOR ABOUT 8' FORD & 8' AFT OF THE BREAK AT EACH END
DECKS	.02" ON POOP, BRIDGE, F'CASTLE PLATING WHERE EXPOSED TO THE WEATHER. .02" ON BRIDGE DK STRINGER .04" ON UPPER DK STRINGER EXTENDING 15' BEYOND BRIDGE END FORD & AFT. .02" ON MAIN DK PLATING INCLUDING STRINGER FROM AFTER END OF THE AFTER DEEP TANK TO FORD END OF Nº 3 HATCH.
STOKEHOLD	.04" ON BOTTOM STRAKE OF BULKHEAD SAY 4'-0" ABOVE TANK TOP, BHD HEAVILY BRACKETED TO THE DECK & TANK TOP
INNER BOTTOM.	TANK TOP UNDER HATCHES INCREASED .08"
FORE PEAK.	DEEP KNEES TO BE FITTED TO LOWER TIER OF BEAMS. FLOORS TO BE INCREASED IN DEPTH. FRAMES INCREASED .04" IN THICKNESS.
REV. FRAMES	ON FLOORS IN WAY OF DEEP TANKS TO BE DOUBLE

@ 21'-6" & 28' for. span.

CALVANIZINC.

DOUBLE BOTTOM.	THE WHOLE OF THE DOUBLE BOTTOM STRUCTURE UNDER THE BOILERS EXTENDING FROM ABOUT 2 FRAME SPACES BEYOND THE AFTER END OF THE BOILERS TO THE FORD BOILER ROOM BHD. ALL THE STRUCTURE INCLUDING TANK TOP PLATING, BOTTOM STRAKE & FOUNDATION ANGLE OF THE STOKEHOLD & BUNKER BHD, ALSO BOILER STOOLS & ANGLES, FLOOR PLATES, REV FRAMES, CR GIRDER, TANK MARGIN, SIDE GIRDERS & BARS & SHELL FRAMES BUT EXCLUDING SHELL PLATING.
DECK PLATING.	PLATING ON BOAT DK & NAVG BRIDGE OVER DK HOUSES.
BHD SHEATHING.	3/16" SHEATHING ON BOILER ROOM BHD.

0042O6-004212-0029

~~W/S 886~~

[AMD]. Rudder & Sternframe.

Wm Denny & Bros.

No. 1289.

21.10.35.

✓

M/M. 4207

CITY OF AGRA.

006206-006212-0026

Nº 1289

RUDDER & STERNFRAME

SCALES ½" & 1½" = 1 FOOT

D.McD. 18/10/35.

WILLIAM DENNY & BROTHERS LIMITED
DRAWING OFFICE
No. 6185
18 OCT. 1935
SHIPBUILDING DEPT.
DUMBARTON

19 OCT 1935

Approved 21.10.35

RUDDER AREA TO Cʀ LINE OF PINTLES 170·25 SQ. FEET.

Cʀ OF PINTLES TO C.G. OF RULE AREA = 4·45 FEET

SPEED IN KNOTS 13. ANGLE OF HELM 42° P&S.

MATERIALS:- STERNFRAME - CAST STEEL
RUDDER - CAST STEEL
RUDDER STOCK - FORGED STEEL
RUDDER PINTLES - FORGED STEEL

THE WHOLE TO BRITISH CORPORATION REQUIREMENTS TESTS & INSPECTION FOR CLASS B.S.*

RUDDER STOCK TO BE INCREASED IN DIAMETER AS FOLLOWS:-
¼" IN WAY OF SPARE TILLER DIAM = 12⅞"
½" IN WAY OF LOOSE QUADRANT DIAM = 13⅛"
¾" FROM BOTTOM OF LOOSE QUADRANT TO BOTTOM OF FIXED WORKING TILLER DIAM = 13⅜"
1" FROM BOTTOM OF WORKING TILLER TO BOTTOM OF ADJUSTABLE BEARING DIAM = 13⅝"

RUDDER STOPS OF PLATE AND ANGLE RIVETED TO DECK. SEE LATER PLAN.

RUDDER STOCK BETWEEN UPPER & 2ND DKS TO BE PROTECTED BY 4 VERTICAL WOOD POSTS WITH HORIZONTAL SPARS. THE BOTTOM SPARS BEING PORTABLE TO PROVIDE ACCESS TO STUFFING BOX.

STRUCTURE IN WAY OF RUDDER BEARINGS TO BE CONSIDERED LATER.

ELEVATION OF SCARPH BOLTS

BOLTS FITTED FROM P&S ALTERNATELY AND POINTS CLENCHED OVER NUTS
BOLT HEADS INDICATED BY SQUARES
NUTS HEXAGONAL.

RIVETING OF SHELL TO STERNFRAME

3 ROWS ABOVE PROPELLER BOSS - 1" DIA. OUTER ROW 4½ DIAS. OTHERS 6 DIAS Cʀ TO Cʀ
RIVETS BELOW PROPELLER BOSS, DOWN TO & INCLUDING SCARPH TO BE 1⅛ DIA AND SPACED 4½ DIAS. Cʀ TO Cʀ
RIVETS BELOW SCARPH - 1" DIA SPACED AS SHOWN.
TAP RIVETS:- DIA OVER THREADS 1⅛". LENGTH OF SCREWED PART 1¼"
ANGLE OF Cˢᴷ 35°. SPACING 4⅝ Cʀ TO Cʀ
RIVET POINTS TO BE RAISED AT LEAST ⅛" ABOVE SURFACE OF PLATING.

DETAIL SKETCH OF RUDDER COUPLING & UPPER PINTLE
SCALE 1½" = 1 FOOT

NOTE:- EACH PINTLE TO HAVE 2 GROOVES ⅝" × ⅛" AND LINER CAST ON

DETAIL SKETCH OF PINTLES OTHER THAN TOP & BOTTOM PINTLES
SCALE 1½" = 1 FT

DETAIL SKETCH OF BOTTOM PINTLE
SCALE 1½" = 1 FT

2" DIA EYEBOLT SCREWED 4" INTO STOCK
UPPER Dᴷ
DOUBLING ON DECK
ELLERMAN PATTERN CAST IRON BEARING BLOCK SEE DETAIL
13¼" DIA
RULE 12⅝"
Edge Stiffened
SECTION AT Fʀ O LOOKING FORᴰ
HOLE IN FLOOR FOR ACCESS TO CARRIER ETC.
KNUCKLE IN CASTING.
TRANSOM LAPPED ON.
-STORES-
COMBINED W.T. GLAND & BEARING CARRIER. SEE DETAIL PLAN
COLLAR TURNED FROM SOLID STOCK
2ND DECK
AFT PEAK TANK
25'8"
RUDDER TRUNK EMBODIED IN STERNFRAME
25'0" TO BASE
BOLTS.
¾ RAD
WEB
PLAN AT TOP OF RUDDER
SIMILAR SECTION THROUGHOUT LENGTH
⅜" PLATES WELDED IN FLUSH AT TOP & BOTTOM
2½" DIA LIFTING HOLES DRILLED AFTER CASTING
22'6" TO BASE AT A.P.
⅝" ZINC
3' 8½"
2'3" SCARPH
DRAIN HOLES
1½" WEBS
CAST STEEL RUDDER
35"
27"
16' 2½" TO BASE
10"
6"
23"
6' 2½"
26
CORED HOLES 8" DIA WITH ½" PLATE CHECKED IN & WELDED FLUSH
19'0"
8' 11"
14" FROM FORE EDGE OF RUDDER AT TOP TO 10½" AT BOTTOM.
10'6" APPROX. ABOVE BASE
A
B
C
D
2'6" SCARPH
15"
4'0"
3' 7½"
SMALL WEBS.
1½" DIA HOLE FOR ERECTION PURPOSES DRILLED AFTER CASTING.
8" CLEAR (APPROX).
1'8"
E D C B A A.P. 0 2 4 6 8 10
POST CHECKED FOR KEEL
KEEL PLATE ·79"
SECTION AT 3 LOOKING AFT.
SECTION THRO' UPPER SCARPH
1½" DIA. FITTED BOLTS
SECTION 'AB'
SECTION 'CD'
27" DIA FINISHED
ROUGH BORE 26¼"
2'6"
8¼"
13¾"
ELEVATION OF PROPELLER POST LOOKING AFT
15½" DIA
RULE 12⅝"
15½"
12"
21"
⅞ SET PIN TO KEEP KEY IN POSITION
¼" CLEAR WHEN SCREWED UP
BOLTS TAPERED ⅛" PER FT
CHECK NUTS ON ALL COUPLING BOLTS
3¾"
6⅜"
TAPER ½
9"
⅝" LIGNUM VITAE
⅜" LINER G.M.
3¼" DIA BOLTS - 6 IN Nº
TAPERED KEY 3 × 2½ × 1"
11" RUDDER
42°
¼" CLEAR
PLAN OF COUPLING
TAPER 1/12
HARD STEEL DISC
¾ DIA HOLE IN DISC.
1" DIA HOLE IN GUDGEON
TAPER OF 1 IN 12
¾ DIA HOLE IN DISC.
1" DIA HOLE IN CASTING.
13"
A.P.
7"
8"
27"
HOLE IN WEB
6"
1" RAD.
ZINC STRIPS ⅝" THICK
PLAN OF BOTTOM OF CASTING
PLAN OF TOP OF CASTING
WEBS 1½"
Fʀ 5
Fʀ 6
Fʀ 7
Fʀ 8
NOT LESS THAN 1" RAD AT ALL SECTIONS.
FLOOR LAPPED ON CASTING.
Edge Stiffened
SECTION AT 'A'
DRAIN HOLE
SECTION AT 'B' Fʀˢ 1 & 2 SIMILAR.
SECTION AT 'D'

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